

In the Specification:

Please delete the heading at **page 1, above line 1.**

Please insert a new heading at **page 1, above line 1, as follows:**

TITLE OF THE INVENTION

Please insert a new heading at **page 1, above line 3, as follows:**

FIELD OF THE INVENTION

Please insert a new heading at **page 1, above line 9, as follows:**

BACKGROUND INFORMATION

Please insert a new heading at **page 2, above line 10, as follows:**

SUMMARY OF THE INVENTION

Please delete the paragraph at **page 2, lines 14 to 16.**

Please insert a new paragraph at **page 2, above line 17, as follows:**

The above object has been achieved according to the invention in a method for the evaluating of an installation location of an acceleration sensor assembly in a vehicle with respect to the transmission characteristics to this installation location of acceleration impulses acting on the vehicle, with a following serially-connected evaluating circuit, especially for the triggering of occupant protection devices,

- a) in which a prescribed acceleration impulse is impressed at at least one prescribed position on the vehicle, the impulse response is measured at the installation location,
- b) the frequency spectrum of the impulse response is determined,
- c) and the installation location is evaluated through comparison of this frequency spectrum with a prescribed nominal spectrum.

Please amend the paragraph at **page 3, lines 5 to 16**, as follows:

Preferably, a group of acceleration impulses that are harmless as to safety, for which no triggering of occupant protection devices is necessary, is impressed, whereby the installation location is evaluated regarding to what extent the frequency spectra of the impulse responses to these safety-harmless impulse signals do not exceed the prescribed nominal spectrum, as well as additionally a group of safety-critical acceleration impulses, for which a triggering of occupant protection devices is necessary, is impressed, whereby the installation location is evaluated regarding to what extent the frequency spectra of the impulse responses to these safety-critical impulse signals exceed ~~the prescribed nominal spectrum~~ the prescribed nominal spectrum.

Please insert a new heading at **page 5, above line 16**, as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

Please insert a new heading at **page 6, above line 3**, as follows:

DETAILED DESCRIPTION OF PREFERRED EXAMPLE EMBODIMENTS OF
THE INVENTION

Please amend the paragraph at **page 8, lines 7 to 12**, as follows:

Moreover, the transmission characteristic s5 of the sensor itself, i.e. its conversion of the impulse into an electrical signal, as well as also the signal preparation characteristic s6 of the sensor, i.e its damping behavior, possible influences of the A/D conversion of the signal, etc. ~~is~~ are also to be taken into consideration.

Please amend the paragraph at **page 8, lines 13 to 21**, as follows:

Finally, also the actual evaluating algorithm s7 is to be added, which makes the triggering decision s8, i.e. the evaluation regarding the triggering or not-triggering, based on the measured acceleration signal. In that regard, certain frequency components are strongly effective for the evaluating algorithm, and others are not. The problem in that regard is that this does not strictly and necessarily correspond with which frequency components are also significant for the triggering decision and which are not.

Please amend the paragraph at **page 9, lines 4 to 27**, as follows:

For an evaluation that is as exact as possible, these influence factors must therefore be taken into consideration. For this purpose, for the method, ~~either~~ for example a special sensor arrangement can be used at the installation location p2, for which the influences of the

sensor arrangement on the signal transmission is quite small, i.e. the corresponding weighting function G_3 (see Fig. 1) is approximately constant 1 or at least linear. The nominal spectrum $a(f)_{\text{nominal}}$ prescribed for the comparison with the frequency spectrum $a(f)_{\text{actual}}$ of the impulse response must then take into consideration the various different influence factors of the following or subsequent signal transmission path. Thus, the nominal spectrum $a(f)_{\text{nominal}}$ will particularly not comprise the ideal typical progression or curve of a transmission characteristic, but instead significant deviations, which are based on the specifics of the influence factors, in certain frequency ranges f_x . Eigenfrequency influences, effects of the A/D converter, as well as also a possibly undesired strong total damping go into the prescribed nominal spectrum $a(f)_{\text{nominal}}$. This can be simulated or derived from the signals. Moreover, the nominal spectrum is dependent on the direction of the impression of the acceleration impulse and the sensitive direction of the sensor. Thus, for a sensor assembly, preferably separate nominal spectra are prescribed in the driving direction and in the transverse direction.

Please amend the paragraph at **page 10, line 19 to page 11, line 6**, as follows:

For an overall or total evaluation of the installation location, preferably a plurality of various different acceleration impulses (sla in Fig. 1) that are to be

expected in the operation of the vehicle, especially safety-harmless acceleration impulses, possibly also safety-critical acceleration impulses are impressed at various different impact points of the vehicle, and the installation location is evaluated regarding to what extent the frequency spectra of the impulse responses to these safety-harmless impulse signals do not exceed the prescribed nominal spectrum $(a(f)_{\text{nominal}})$, and on the other hand the frequency spectra of the impulse responses to these safety-critical impulse signals exceed ~~the prescribed nominal spectrum~~ the prescribed nominal spectrum $(a(f)_{\text{nominal}})$.

Please amend the paragraph at **page 11, lines 7 to 20**, as follows:

Especially preferably, a broadband norm or standard signal slb, especially a white noise or a pseudo-random sequence, such as a maximum length sequence (MLS-sequence), is impressed on the vehicle, the impulse response measurable at the installation location p2 is measured, the transmission characteristic is determined therefrom by means of a Fast-Fourier-Transformation and is compared with a prescribed nominal characteristic $a(f)_{\text{nominal}}$. Since the nominal characteristic $a(f)_{\text{nominal}}$ for these signals is known, on the other hand, based thereon the transmission characteristic can also be calculated directly in the sensor (G3 in Fig. 1) as well as in the vehicle (s2). A ~~maximum~~ Maximum length sequences in that context are binary

sequences of the length $n=2^m-1$, of which the autocorrelation function is described by $p(0)=1$, $p(i)=-1/n$ for $1 \leq i \leq n-1$.

Please amend the paragraph at **page 12, lines 6 to 15**, as follows:

Moreover, by means of this method, data can be obtained, that are input into a software technical method in which a vehicle simulation program that can be carried out on a data processing system is provided, to which acceleration impulses at prescribed impact points on the vehicle are prescribed, and the impulse responses at the installation location are simulated by means of the vehicle simulation program, and the installation location is evaluated through comparison of the frequency spectrum of the simulated impulse responses with a prescribed nominal ~~spectrum~~ spectrum.
~~installation location. spectrum.~~

[AMENDMENT CONTINUES ON NEXT PAGE]